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WISDOM IS COMMON SENSE TO AN UNCOMMON DEGREE

THE REA LINEMAN

RURAL ELECTRIFICATION ADMINISTRATION

U.S. DEPARTMENT OF AGRICULTURE

Vol. VI, No. I

January, 1946

Washington, D. C.

WHY DID THIS LINEMAN DIE?

LET'S HALT ACCIDENTS, SAYS PRESIDENT TRUMAN

*(A Letter to Med H. Dearborn, President,
National Safety Council)*

THE WHITE HOUSE
Washington

Peace has ended premeditated killing on the battlefield but it has not ended unintentional killing, by accidents, on the home front. It has, in fact, ironically increased the accident toll.

A Nation great enough to win a war for freedom is great enough to preserve the freedom won. One of these freedoms is security from needless death, destruction and suffering. Accidents destroy this security. America proved during the war that accidents can be reduced, even under the most difficult conditions, if we really want to reduce them. It is unthinkable that the Nation will lose the war against accidents after winning the war against the Axis. This must not and shall not happen.

I have followed with great interest the work of the National Safety Council aimed at reducing the mounting number of accidents and consequent prevention of human suffering. It is a work of conservation which cannot be too highly commended.

I therefore call upon the officers and directors of the National Safety Council to continue into the period of peace the assignment the Council received and so ably carried out in the period of war — the mobilization of the safety forces of

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CLIMBS TOO HIGH AND RECEIVES SHOCK BEFORE ATTACHING SAFETY BELT; RESUSCITATION ATTEMPTS FAIL

A foreman, lineman and helper were sent to change out an insulator on a single-phase 7200-volt line. The line was de-energized at a sectionalizing pole. This pole was a 40-foot C.P. with A-7 and A-5 primary assemblies, C.S.P. transformer installation, a three-wire secondary taking off opposite the A-5 primary assembly, and a one-wire secondary under-build under the A-5 assembly. The transformer riser connected to the A-7 side of the sectionalizing point was not removed before the accident.

The lineman climbed this pole and de-energized the line beyond this point but allowed the transformer to remain energized. He and his helper then changed out the insulator and returned to the pole to make this section hot.

The lineman again climbed this pole to make the connection while the helper got out the hot-stick preparatory to sending it up.

Since neither foreman nor helper was looking at the lineman at the instant he made contact, it is impossible to state definitely what happened. The assumption is that he climbed too high before belting off. His gloves were found in a bag attached to his belt. It is apparent that the contact with the primary transformer bushing or riser was made as he placed his belt around the pole and before getting it snapped in the "D" ring, because he fell to the ground not belted to the pole. Burns were on his right elbow and the palm of the right hand. His position when last noted by the men on the ground was such that he would have had to reach around the pole to make this contact.

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Published Monthly in the Interest of Safety
for Employees of REA Systems

David A. Fleming, Editor

SLOW DOWN AND BE SAFE **(AN EDITORIAL)**

The national trend is toward more accidents in the home and on the highway. The number of industrial accidents, however, is not increasing nationally. Some industries will undoubtedly have far less accidents than during the war emergency. Less haste and the employment of more skilled personnel will be important in continuing this decrease.

Other industries may have more accidents during the coming year, especially in those now undergoing great expansion. The electrical industry is a good example.

Hampered by lack of materials during the war years, we have been merely holding the line -- maintaining service to existing members but unable to supply the growing demand of our prospective new members.

We are now faced with a construction program designed to "catch up"; to build in one or two years the facilities which should normally have been built over a four-or five-year period.

We may be tempted to cut corners -- get the job done -- because, in addition to this new construction, the same old operation and maintenance problems will be with us. Experience indicates that the safe way will always be the quick way to these jobs.

This issue of "The REA Lineman" is the first to be published in Washington, D. C., after REA's wartime stay in St. Louis.

All mail intended for this paper should now be addressed to David A. Fleming, Editor, The REA Lineman, Rural Electrification Administration, U. S. Department of Agriculture, South Building, Washington 25, D. C.

LETTERS TO **"THE LINEMAN"**

Dear Editor:

We have completed more than seven years to date without a single lost-time accident, and we have not had an accident on any of our trucks.

I am sure that this could not have been accomplished without the full cooperation of all our employees and our Texas Safety and Job Training Program.

I only hope that we can continue our good safety record, and that our safety training program will grow and progress. We are anxious to contribute any help to the program that we can, and if we can be of any assistance, please call on us.

Happy New Year.

Yours very truly,

Osie Cauble, Mgr.
Denton County Electric Cooperative, Incorporated,
Denton, Texas.

BE ALERT

DON'T GET HURT!

IT ALMOST HAPPENED TO ME

When linemen get to "chewing the fat" about this and that, the conversation invariably drifts around to an accident that someone "almost had". Usually, someone tells it on himself, like this:

"I was doing vacation relief on a neighbor co-op last summer and was sent out on an out-age call. Found a three-shot blown and climbed up to re-fuse it. Normally, I would have put in a fuse and shoved it home to restore service before re-fusing the other two. Something stopped me -- don't know what --- something just said "Don't" -- so I took down the second fuse, re-fused it, and then the third. This one wasn't blown and that had me puzzled because that third tube should not have been in the open position since it was OK. I climbed down, put the fuses

in the truck and drove on down the line to see if someone was working down there. Sure enough I found a contractor and a couple of men cleaning up a job. If I had closed in, I would have gotten all three. They had asked for clearance to do this job the day before but failed to get out on it that day. They came the next day, figured it would not take long, and didn't say anything about it. Two of the fuses were blown out and hanging open when they arrived so they took a hot-stick, opened the third to kill the line and then let all three hang."

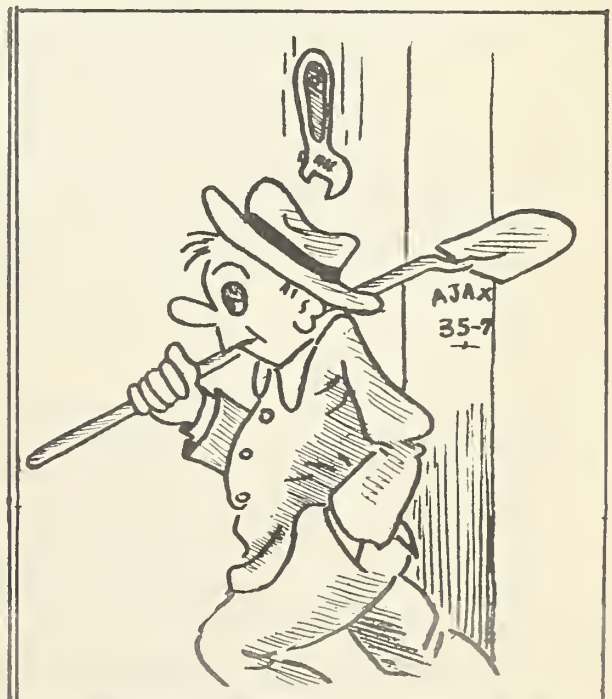
Isn't there something in an experience like this to make a fellow stop and think? Wouldn't it be interesting to read accounts of "almost accidents" like this from all over the country? We think such accounts carry just as much of a safety message as reports of real accidents. It is up to you linemen. If you will send them in, we will run the column.

Maybe your story will help save a fellow lineman by helping to keep him on his toes and on the look-out for the unexpected. If you want your name printed after your story, be sure to say so as we do not ordinarily mention names and places in connection with accidents. Send your stories to the editor.

HARD LUCK HARRY



JUST A
SECOND,
LADY,
I'LL
SEE
IF THE
POWER'S
ON!



WHY DID THIS LINEMAN DIE?

(continued from page one)

MANY ACCIDENTS CAN BE AVOIDED

Respiration Begins Immediately

Artificial respiration was started immediately and continued during the ambulance trip to the hospital. Heart stimulants and oxygen were given upon arrival.

The foreman and helper did all they could to revive this man. Their failure does not detract from the credit due them. Many times an ambulance is called and the victim rushed to the hospital before artificial respiration is applied. These victims never have a chance because, if artificial respiration is not applied within three to five minutes after the accident, there is little or no chance of success.

The men tried to revive the victim continuously for three hours, and stopped only when rigor mortis, the only sure indication of death, began to set in. In other accidents, victims have been pronounced dead by doctors, only to be revived later because their buddies refused to give up. Rigor mortis, however, is an unmistakable sign that further effort is futile.

LET'S HALT ACCIDENTS, SAYS PRESIDENT

(Continued from page one)

the Nation in a united campaign against accidents of all kinds that each year take the lives of tens of thousands of Americans.

I call upon every citizen, in whatever capacity, to join this campaign and by personal example do his part to prevent the suffering, heartbreak and tragedy that accidents bring.

Very sincerely yours,
Harry S. Truman

Dozens of experienced men die each year with nothing to show why they acted as they did with such tragic results.

Are we killing ourselves by passing these things on and calling them "accidents"? What about that close call you had this year? Was there anything you did, a mental lapse perhaps, or was there an "accident" all made up for you?

This writer does not believe there is any such thing as an accident. We believe that some of the following factors cause 90 percent of all injuries:

1. Lack of interest in learning the job.
2. A "get by" attitude.
3. Failure to analyze particular job.
4. Laziness — taking chances rather than doing a little more work and making the job safe.
5. Hurrying.
6. Ignoring safety instructions.
7. Developing unsafe habits.
8. Failure to use safety devices.

Nobody should take this article as personal, as all the causes listed above are human traits, and we are all afflicted with them.

Just remember that injuries don't happen — they are caused. In most cases, they are caused by human failure.

Let's not be too quick to say it was an accident.

— O. L. Heath

Virginia REA Job Training and Safety Supervisor.

SORRY WE'RE LATE!

This issue of "The Lineman" was unavoidably delayed, because of editorial and mechanical difficulties beyond our control. We'll try to do better next issue!